

STREET SMART

September 3, 2003

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Meeting Summary of the SANBAG Board of Directors

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■ Final funds secured for Santa Fe Depot, Hesperia interchange

SANBAG Board members reviewed new funding needs and approved federal allocations for work on the Santa Fe Depot restoration in San Bernardino and the Main Street interchange with Interstate 15 in Hesperia. These allocations should finalize the funding needs for both projects.

The Depot restoration, which has been underway since early 2002, encountered additional costs from unexpected roof repairs and asbestos removal. The Board approved \$661,225 in federal Surface Transportation Program funds and \$44,388 in Measure I funds for the project. Upon completion next year, SANBAG plans to move its offices to the second story of the building, located at Mt. Vernon and 3rd Streets. SANBAG owns this property and will achieve a cost savings by relocating there.



Board members also approved \$254,000 in additional funding for the Main Street interchange in Hesperia. This project will expand the bridge from two lanes to six lanes to relieve one of the most heavily congested interchanges in the high desert. Caltrans will serve as the lead agency for this project, which will total approximately \$15 million.

■ Board OKs Freeway Service Patrol for I-10 construction area



As construction nears on Interstate 10 projects in the eastern end of the San Bernardino Valley, the SANBAG Board of Directors approved the request for proposals for a Freeway Service Patrol.

This "roving tow service" will clear the freeway of disabled vehicles and help motorists with flat tires, dead batteries or empty gas tanks. The service also will help reduce traffic congestion in construction zones, improve safety and make up for the temporary loss of call boxes due to construction activity.

SANBAG, the CHP and Caltrans will operate the program jointly for two years using \$375,000 secured from the Mobile Source Air Pollution Reduction Committee in March. Two construction projects will benefit from the service:

- The 3.7-mile eastbound truck-climbing lane between Ford Street in Redlands and Live Oak Canyon Road in Yucaipa. Work is set to start in late October.
- The 2.5-mile widening between Orange and Ford Streets in Redlands, both eastbound and westbound. This project is expected to start in late November 2004.

■ Rail service to Redlands?

Expanding rail or rapid bus transit to Redlands is feasible but costly, according to the findings of a passenger rail study completed this summer.

Consultant Parsons, Brinckerhoff, Quade & Douglas studied several transit options for the Redlands to San Bernardino corridor and gave estimated costs for each option. The alternatives studied included:

- Expanding existing Omnitrans service by increasing the fleet by 75 buses and developing a new maintenance facility. This option would cost an estimated \$38 million for capital expenses.
- Establishing a bus rapid transit system by paving the railroad right-of-way to create two "highway lanes" along freight rail lines. This option would run every 15 to 20 minutes and cover the distance between the two cities in 14 minutes. Capital costs are estimated to be \$115 million.
- Extending Metrolink service using Diesel Multiple Unit cars, which are less expensive than regular Metrolink passenger cars. Trips would take about 15 minutes and run throughout the day. Projected capital costs total \$144 million.

Board members accepted the report and directed staff to analyze the findings and use the information for possible inclusion in the Measure I renewal expenditure plan.

Down the Road ...

- Sept. 17: Plans & Programs Committee, 12 noon
- Sept. 19: Mountain-Desert Committee, 9 a.m.
- Sept. 29: Public Meeting with San Bernardino City Council - I-215 ramp closure discussion

Support remains strong for Measure I sales tax renewal in 2004

Second countywide survey highlights ongoing transportation needs

Enhancing safety, reducing congestion, improving access for emergency vehicles, synchronizing traffic signals and maintaining streets and roads were the highest transportation priorities among San Bernardino County residents surveyed in July.

SANBAG commissioned the survey to gauge public opinion of the proposed renewal of Measure I, the county's half-cent sales tax for transportation. This month's issue of *Measuring Success* examines the results of this second Measure I survey and the levels of support for the measure, which is tentatively set to be placed before voters in November 2004.

Survey Background

This is the second regional "baseline" survey conducted. Results of the first survey, held in February, prompted SANBAG Board members to vote unanimously to move toward an election in 2004. Before a final decision is made to place the issue on the ballot next year, SANBAG will continue to monitor public opinion to analyze whether a two-thirds majority is feasible. At least one additional survey and one or two focus groups will be conducted during the next year.

The new results were collected from a 25-minute telephone survey of 1,000 San Bernardino County residents who voted in the last two general elections or who recently registered to vote. The survey was conducted July 3-15 by Jim Moore Methods. The large sample size ensures a high degree of reliability -- within one to three percentage points.



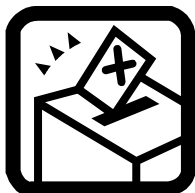
Survey Says ...

D.J. Smith of Smith, Watts & Company presented the survey results to the Board members on September 3. The results are promising, he said.

"A successful election is very feasible if we put together a list of projects that is equitable and visionary. The support is there," Smith said.

Key survey findings were:

- 63% supported extending Measure I for 30 years to pay for transportation improvements and maintenance (27% were opposed; 10% gave no opinion)
- Support for renewal climbed to 76% (19% said no; 5% had no opinion) when residents were read a simulated ballot question with possible projects to be funded under the new measure. Projects listed in the simulated question included widening and improving freeways; improving on-ramps and off-ramps; expanding transit service to seniors and persons with disabilities; and increasing commuter bus and rail service
- 70% said they could afford extending the half-cent sales tax for another 30 years (24% said no; 6% had no opinion)
- 66% said that building new roads and transit projects will significantly reduce traffic congestion (29% said no; 6% had no opinion)



- 75% said that improving the county transportation system is a good way to increase local jobs and boost the economy (20% said no; 4% had no opinion)

Project Priorities

When asked to assign high, medium or low priorities to a list of projects, those surveyed gave the following rankings:

	HIGH	MED	LOW	NO OPIN
■ Improving safety on streets and roads	75	17	6	2
■ Reducing traffic	73	18	8	2
■ Improving access for emergency vehicles	71	18	9	2
■ Synchronizing signals	69	20	10	1
■ Maintaining streets and roads	65	30	4	1
■ Providing special transit for elderly/disabled/non-drivers	62	28	9	1
■ Improving pedestrian and sidewalk safety	62	24	13	1
■ Adding separate freeway truck lanes	59	22	17	2
■ Adding freeway bus lanes/carpool lanes	57	22	19	2
■ Widening freeways	57	28	13	2
■ Assessing development for transportation improvements	57	26	13	3
■ Building new roads and freeways	54	26	18	3
■ Building bridges to separate railroad tracks from streets	54	25	19	3

For a complete summary of the survey results, visit www.sanbag.ca.gov and see "Breaking News."

